

Sub. C1 > wherein the outer-flame tube wall includes a first arrangement of ports including a single first row of ports and the inner flame-tube wall includes a second arrangement of ports including a single first row of ports, with an alignment of the ports of the second arrangement being either on-center or off-center with interspaces of the first row of ports of the first arrangement.

B1 N 2. (Amended) A gas-turbine combustion chamber in accordance with Claim 1, wherein the first arrangement of ports includes a second row of ports, with the ports of the second row being aligned either on-center or off-center with, and positioned rearwards of, the interspaces of the ports of the first row.

N 3. (Twice Amended) A gas-turbine combustion chamber in accordance with Claim 1, wherein the second arrangement of ports on the inner flame-tube wall includes a second row of ports, with the ports of the second row of the second arrangement being aligned on-center or off-center of the interspaces of the first row of ports of the first arrangement.

B2 N 4. (Twice Amended) A gas-turbine combustion chamber in accordance with Claim 2, wherein the following relationships are satisfied by a distance  $t_1$  from centers of the ports of the first row of the first arrangement to an upstream wall of a flame tube of the main burner, a distance  $t_2$  from centers of the ports of the second row of the first arrangement to the upstream wall of the flame tube of the main burner, and a height  $h$  of the flame tube of the main burner:

$$t_1/h \geq 0.4,$$

$$t_2/h \leq 1.2.$$

5. (Twice Amended) A gas-turbine combustion chamber in accordance with Claim 1, wherein the ports are circular.

6. (Twice Amended) A gas-turbine combustion chamber in accordance with Claim 1, wherein the ports are non-circular.

7. (Twice Amended) A gas-turbine combustion chamber in accordance with Claim 1, wherein the ports are plain holes in the flame-tube walls.

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8. (Twice Amended) A gas-turbine combustion chamber in accordance with Claim 1, wherein the ports are plunged holes in the flame-tube walls having small rims extending into the combustion chamber.

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9. (Twice Amended) A gas-turbine combustion chamber in accordance with Claim 1, wherein the ports include tubular chutes extending into the combustion chamber.

Fig 4

10. (Twice Amended) A gas-turbine combustion chamber in accordance with Claim 1, wherein exit <sup>Position 2</sup> axes of the ports of the second arrangement are respectively aligned to lie within an angle formed between a first line extending from the respective exit axes of the ports to an intersection (A) <sup>Position 1 → A</sup> of a main burner axis with a main burner exit plane, and a second line <sup>Position 2 → C</sup> extending from the respective axes of the ports to an intersection (C) of an axis of downstream-most ports of the first arrangement with the outer flame-tube wall.

B2 11. (Twice Amended) A gas-turbine combustion chamber in accordance with Claim 1,  
wherein a diameter  $d$  of the ports is set so that  $d/h$  lies in a range of  $0.12 \leq d/h \leq 0.3$ , where  $h$   
is a flame-tube height of the main burner.

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